

**scenic
highways**
Element

INSTITUTE OF GOVERNMENTAL
STUDIES

JAN 5 1981

UNIVERSITY OF CALIFORNIA

SAN JOAQUIN COUNTY GENERAL PLAN
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A portion of THE SAN JOAQUIN COUNTY GENERAL PLAN

October 1978

ADOPTION OF THE SCENIC HIGHWAY ELEMENT

General Plan
Amendment No.

Planning Commission
Resolution Date

Board of Supervisors
Resolution Date

GP-78-10

PC-79-26 8-17-78

R-78-1826 10-19-78

ELEMENT AMENDMENTS:

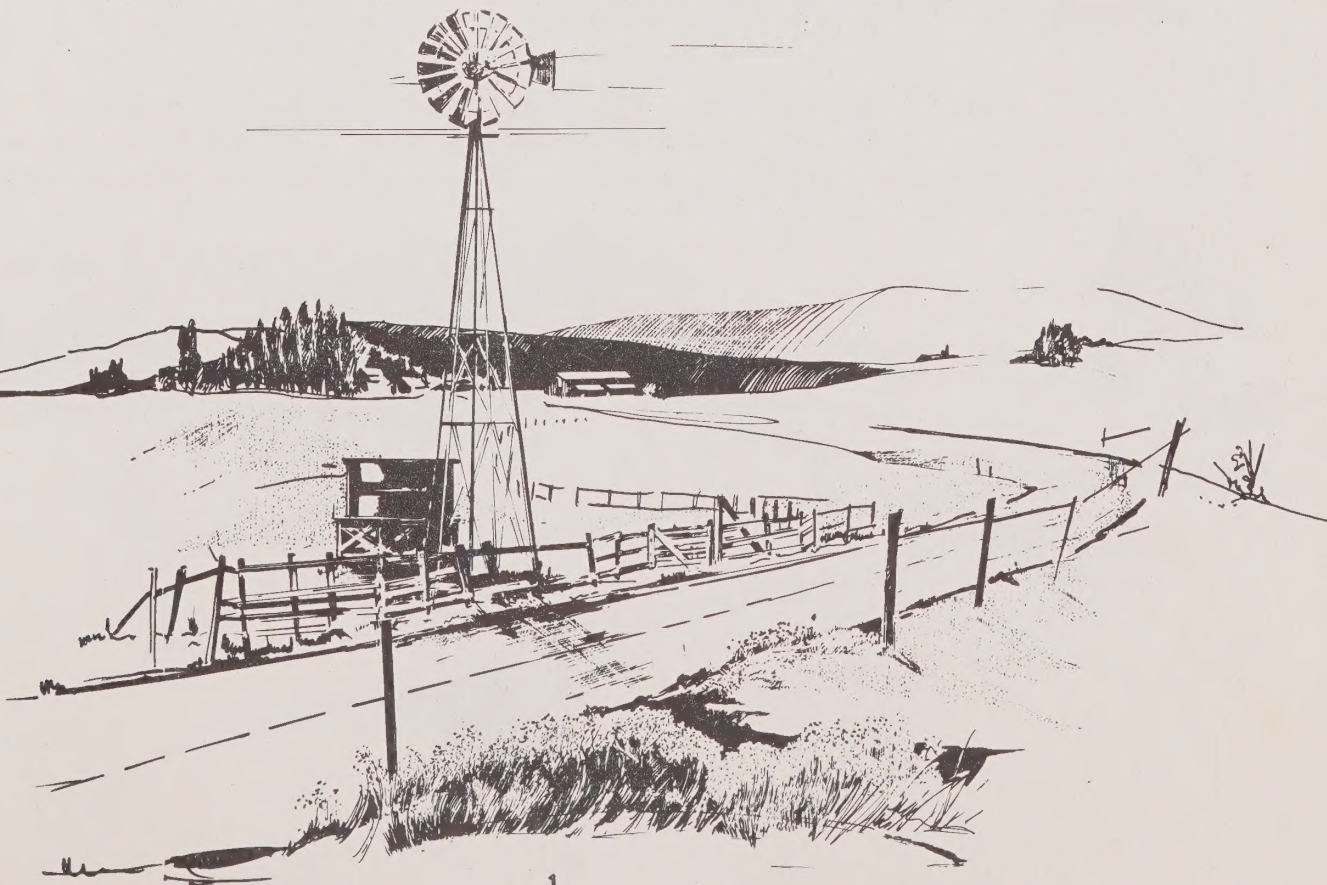
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SAN JOAQUIN COUNTY PLANNING DEPARTMENT
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BACKGROUND

LEGISLATIVE SUMMARY

In 1963 the State Legislature established a Scenic Highway Program and adopted a Master Plan. In San Joaquin County, a 16 mile portion of Interstates 5 and 580 between Stanislaus and Alameda Counties was included in the plan. This route received official designation in 1974, after it was protected by the County's Scenic Corridor Zone. "Official designation" means that the road met certain State conditions, such as protection of aesthetic guidelines, and was included in the State recognized system with the posting of the official symbol (a poppy sign) along the roadway.

In 1972 the Legislature mandated a Scenic Highways Element in all city and county general plans (Government Code Section 65302(h)). Roads and streets other than those included in the State Plan may be appropriate for consideration as local scenic highways. If, however, they are to be recognized by the State as official County scenic highways, they need to meet a series of conditions and be officially designated by the State Scenic Highway Committee. The procedure for official recognition is explained in Appendix B.



RELATION TO OTHER ELEMENTS OF THE COUNTY GENERAL PLAN

The Scenic Highways Element is closely related to the Land Use/Circulation Element, the Open Space/Conservation Element, and the Recreation Element, all of which note the scenic beauty along many of the County's roadways and recognize the need to protect the aesthetic values. The following policies are found in these elements:

- Recreation routes, in the Delta and in other areas of considerable scenic beauty, and stopping points at scenic locations will be encouraged. (Circulation Element)
- The value of Official Scenic Highways will be recognized and specific plans will be established for the purpose of protecting the scenic corridor and the vistas from the highways for the enjoyment of the general public. (Circulation Element)
- The County will acquire, improve, and maintain the access roads needed to develop proposed park and recreation areas, and will establish the necessary zoning protection to maintain the scenic quality of these roads. (Recreation Element)

AMENDMENT/REVISION OF THE ELEMENT

The Scenic Highways Element will be periodically reviewed and revised as necessary. As is true of other elements of the General Plan, it could be amended up to three times a year.



DEFINITIONS

FOUR BASIC TERMS ARE USED IN THE ELEMENT:

SCENIC ROUTE - a roadway which, in addition to its transportation function, provides opportunities for enjoyment of natural and/or man-made scenic resources where aesthetic values are protected and enhanced.

SCENIC CORRIDOR - The visible land (or water) area outside of the highway right-of-way which, for all practical purposes, can be described as the "view from the road" and which can be reasonably protected from incompatible development. The extent of the corridor will vary with topography, development, and growth.

OFFICIALLY DESIGNATED SCENIC ROUTE OR HIGHWAY - a state or county road whose scenic corridor protection program has been approved by the California Department of Transportation (Caltrans) and is shown on official publications. State routes must be included in the State's Master Plan in order to be eligible. Additional routes can be added to the Master Plan (Appendix B).

LOCAL SCENIC ROUTE - A route which has been identified to have locally significant scenic qualities. Scenic route policies will apply to these highways and their visual corridors.

PURPOSE OF ELEMENT

The Scenic Highways Element for San Joaquin County is designed to serve as a policy in the establishment of scenic routes in the County. The Element seeks to guide the preservation and enhancement of scenic qualities and natural scenic areas adjacent to and visible from the scenic routes. Further, adoption of the Element will satisfy State law requiring a Scenic Highways Element as one of the nine mandatory elements of the General Plan.

VALUE OF SCENIC HIGHWAY ELEMENT

Public benefits which may accrue from the designation and protection of scenic highways are numerous and are not limited solely to improvement of the visual environment. Protection can also result in better land management, the preservation of important open space, enhanced property values, and improved recreational facilities.



For most people, impressions of an area are derived largely from the views through the windows of their cars. A pleasant view leaves a positive impression of a community, a recreational area, or an entire county. Positive feelings can encourage a person to return, to linger, and even to stay for some time.

This Element is not intended to encourage unreasonable energy consumption or to increase pollution from additional automobile travel. Nevertheless, awareness of local scenic routes may prompt recreational travel. This should not, however, be a reason to limit protection of the County's aesthetic values.

To as great an extent as possible any routes which are designated as Local Scenic Routes should be part of a total recreational experience. When attractive local recreation opportunities are available, longer automotive trips for recreation will be less desirable. Wherever possible, scenic highways should provide opportunities for travel by bicycle as well as car.

OFFICIAL STATE DESIGNATION

The procedures for official state designation of scenic highways are described in Appendix B. The process required to receive official designation can be time consuming. The County may not wish to have its locally designated scenic routes receive state designation. The main advantage to the County would be that official routes are shown on State transportation maps. These routes can then be expected to attract some tourism--an industry which the County wishes to promote.¹



SCENIC CORRIDOR ZONE

In 1974 San Joaquin County adopted a Scenic Corridor Zone, a combining zone expressly designed to give aesthetic protection to the County's designated scenic highways. This zone was applied to portions of I-5 and I-580 before official state designation was granted. Appendix A contains a copy of the zone. The zone should be reviewed to determine its applicability to the diverse land routes.

¹The Land Use/Circulation Element of the County General Plan contains the following recreation goal: "...to encourage and promote recreation as a major industry in the County."

OTHER METHODS OF ROUTE PROTECTION

The majority of the County's scenic roads are located in agricultural areas. Little development is planned along these routes, and most areas are designated as Agriculture in the Land Use/Circulation Element. Generally, these areas have agricultural zoning, which permits mainly farming or uses which are farm-related. Such uses would tend to add to the scenic qualities rather than detract from them. If County permits are required for a particular land use, the permit can be conditioned to prevent or mitigate any adverse impacts on the scenic values. Many of the parcels in agricultural areas are under Land Conservation Act Contract, a contract with the County that commits the property to agricultural use for a ten year period, with automatic annual renewal.

Any proposed scenic route must be studied in detail to determine the scenic corridor and to determine the need for special protection. It may be advisable for some routes to have an adopted specific plan. A specific plan would enable the County to reserve the right-of-way and control access points.

The scenic corridor study would identify problems with a corridor and methods for dealing with the problems. For example, an objectionable view might be screened with vegetation. The application of the Scenic Corridor Zone should protect the scenic value of a route.

In some areas the County may wish to enhance the route by adding landscaping, turnouts for view points, and by increasing maintenance and clean up to ensure an attractive route.



ASSUMPTIONS

IN THE PREPARATION OF THIS ELEMENT

*the following assumptions were
made for the planning period (1977-2000)*

1. Although automobile use may decrease as energy costs and shortages increase, driving will still remain a significant form of recreation.
2. Bicycling and hiking as forms of recreation will increase.
3. Despite constraints on automobile use, recreation travel to the major recreation areas will continue and increase.
4. Local recreation and the County's recreational opportunities will become more attractive and use will increase.
5. The identification and publicizing of scenic routes will result in increased travel along these routes.
6. The recreational experience will be enhanced if there is a positive visual impact along the roadways en route to recreation destinations.
7. There are certain roadways which are more deserving of protection or in more immediate need of protection of scenic values than other roadways.
8. Visual amenities are important and this importance extends to the views from the road.
9. The existence, recognition, and protection of positive visual impressions indicates community pride and can serve to promote the County.

GOAL OF THE SCENIC HIGHWAY ELEMENT

*to protect and enhance scenic values along the
roadways of San Joaquin County*

● OBJECTIVES

1. To identify specific scenic routes in the County.
2. To identify and protect the scenic corridors of designated scenic routes.
3. To retain positive aspects of scenic corridors by preserving their recreational, visual, and aesthetic qualities in perpetuity for present and future generations.
4. To link significant and interesting areas or views.
5. To present a representative sampling of the scenic diversity within San Joaquin County.
6. To use the scenic highways in order to:
 - 1) promote the attributes of San Joaquin County to both the County residents and non-residents, and
 - 2) strengthen awareness of the environment.
7. To make a scenic route a part of a total recreational experience.



● IMPLEMENTATION POLICIES

Official Scenic Routes

1. The County will continue to protect those officially designated portions of I-5 and I-580 as routes of State importance as defined in the State Master Plan of Scenic Highways.

Route Identification Criteria

2. As interest and time permit, selected highways shall be evaluated for their potential as Local Scenic Routes.
3. The following route identification criteria will be considered in the evaluation and selection of local scenic routes:
 - a. is adjacent to an area of such quality or quantity as to warrant route protection
 - b. leads to a recreation attraction
 - c. provides a representative sampling of the scenic diversity within the County
 - d. exhibits unusual natural or man-made features of interest
 - e. provides an opportunity to view activities which are outside the normal routine of most people
 - f. provides a route for people to view the Delta waterways
 - g. links two scenic routes or connects with scenic routes of cities or other counties.

Corridor Studies

4. As initiated by the Planning Commission, corridor studies will be undertaken to determine the suitability of a route for designation as a Local Scenic Route and to consider 1) the width of the visual corridor needing protection, 2) areas in conflict with scenic amenities, 3) means to mitigate conflicts.
5. In the development of a program for route protection and improvement, each scenic corridor study should

consider the following:

- | | |
|--------------------------------------|---|
| -existing and planned land use | -landscaping |
| -endangered natural features | -bank seeding with native grasses and wildflowers |
| -access limitations and improvements | -tree preservation and planting |
| -view obstructions | -traffic safety |
| -informational signing | -sign regulations |
| -entranceway enhancement | -acquisition of scenic easements |
| -historic preservation | -code enforcement |
| | -transmission line placement and undergrounding |

6. As part of the scenic corridor studies, a citizens advisory committee will be formed to participate in each study and its implementation. This committee should include property owners along the route, business and civic organizations, and other interested individuals.
7. On the basis of a corridor study, the Planning Commission may recommend to the Board of Supervisors the designation of a Local Scenic Route for inclusion in this Element.
8. Corridor studies will be done in such a manner that they might later become a part of studies required by the State for official route recognition.

Route Protection

9. Specific plans will be considered for all scenic routes.
10. The Scenic Corridor Zone will be reviewed and amended as necessary. Particular consideration should be given to the provisions for amortization, setbacks, and parcel widths.
11. The Scenic Corridor Zone will be applied to scenic corridors identified and adopted in the Corridor Studies.
12. In the scenic corridor, public projects and private projects requiring public review will be permitted only if they are found not to detract from the corridor.

13. Any project involving straightening, widening, or road reconstruction, or removal of adjacent vegetation along non-freeway Scenic Routes should protect the scenic qualities of the area; however, road hazards should not jeopardize the safety of the Traveler.

Route Enhancement

14. The County will consider the following for enhancement of the identified scenic routes: landscaping, screening of unsightly areas, signing of the route and features of interest, parking for viewpoints.
15. Habitat conservation and planting programs should be initiated along road rights-of-way.
16. Litter removal programs will be developed for scenic routes. These programs should include the placement of trash receptacles along the routes and periodic clean-up campaigns.
17. The highway entranceways to the County and to the cities should be given special consideration for beautification.
18. Caltrans will be encouraged to landscape all of the County's freeways, particularly those in urban areas.
19. Caltrans should be asked to consider roadside rest areas along I-5 in San Joaquin County.
20. Provision should be made for bicycle travel along as many scenic routes as possible and consideration should be given to the provision of hiking paths.
21. The County should work with service clubs and with governmental agencies, such as the Soil Conservation Service and Department of Fish and Game, to promote interest in developing the scenic corridors by means of donations and volunteers.

Route Identification

22. Scenic Routes will be identified as recreational travelways on the map of the Land Use/Circulation Element.
23. Preparation of brochures will be considered in order to identify for the public the County's Scenic Routes and their attractions.

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1. California, State of, Department of Public Works, California Scenic Highway System, Master Plan of State Highways Eligible for Official Scenic Highway Designation.
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3. California Street and Highway Code, Sections 154-155, 227-229, 260-263, as amended.
4. Department of Public Works, State of California, The Scenic Route, A Guide for the Official Designation of Eligible Scenic Highways, November, 1970.
5. San Joaquin County Council of Governments, Scenic Highways Element, August, 1975.
6. San Joaquin County Ordinance No. 850.
7. California Council on Intergovernmental Relations: General Plan Guidelines, September, 1973.
8. Amador County: General Plan.
9. Alameda, Amador, Calaveras, Contra Costa, Sacramento, and Stanislaus Counties: Phone conversations regarding Scenic Highway Elements, Routes, and Zones, 1978.

INTENT The Scenic Corridor Zone shall be combined with one or more zone classifications to insure the protection of scenic highways for the enjoyment of the public, to provide safe, efficient and economical transportation of people and goods. Further, it is the intention of this zone to eliminate unsightly conditions which may be unduly distracting to and may impair the safety of highway users, to create a favorable public image that will encourage economic development and tourism within the County and to insure the enhancement of property values in areas through which the highway passes. All of these are designed to spur community pride and contribute to the well being and enjoyment that residents of San Joaquin County may take in their property.

The regulations in this zone are intended to protect views from the highways, retain unusual and attractive natural features within the scenic corridor and prevent uncontrolled alterations of land grades by excavation.

The Scenic Corridor Zone District regulations shall apply in addition to the regulations of the zone district with which the Scenic Corridor Zone is combined. The provisions of this Chapter shall govern in such cases where the regulations differ between the Scenic Corridor Zone District and the zone with which it is combined.

Section 26.1 Use Regulations.

A. Uses permitted

1. Uses permitted in the base zone classification of land provided, however, that the following uses shall be prohibited within the corridor of an Official State or County Scenic Highway which has been so designated by the State Director of Public Works upon recommendation of the State Scenic Highway Advisory Committee:
 - a. Off premise outdoor advertising signs and displays
 - b. Junk yards
 - c. Slaughter houses;
 - d. Cattle feed lots
 - e. Dumps
 - f. Scrap metal processing facilities
 - g. Automobile dismantling facilities
 - h. Hog farms
 - i. Any other use which is determined by the Board of Adjustment to be of the same general character of other prohibited uses or to be in conflict with the intent of this District pursuant to the policies of the Board of Adjustment.

2. Informational panels providing direction and information regarding points of interest, non-commercial in nature, will be permitted subject to the Board of Adjustments approval.

Section 26.2 Development Plan

- A. There shall be required, prior to the issuance of a building permit in this zone, a Development Plan to be approved by the Planning Director or Board of Adjustment.
- B. The Development Plan may include requirements for landscaping, signs, visual screens, the number, location and extent of access points from the street, the location and design of buildings and off-street parking, and any other conditions deemed essential to insure the compatibility of the proposed uses with the intent of this Chapter as approved by the Planning Director or Board of Adjustment.

Section 26.3 Property Development Standards

The following property development standards shall apply to all land and structures in the S-C District. In all cases, the minimum standard shall be that of the base zone or the S-C Zone, whichever is more restrictive:

- 1) Minimum Lot Width
The minimum lot width shall be one hundred fifty (150) feet.
- 2) Maximum Coverage
No building or group of buildings or structures shall occupy more than fifty (50) percent of the lot area.
- 3) Yards
Buildings and other structures in the S-C District may occupy any portion of the lot or building site except the following yards which shall be provided:
 - a) Front Yard: The minimum front yard in all districts shall be thirty (30) feet.
 - b) Side yard: One side yard shall be a minimum of ten (10) feet; total both side yards of thirty (30) feet. Twenty (20) feet in any commercial or industrial zone when adjacent to any residential or agricultural zone.
 - c) Rear yard: The minimum rear yard in all districts shall be thirty (30) feet.
- 4) Use of Yard Areas
These conditions shall supersede the requirements of the basic zone. The following uses only shall be made of yard areas, and then only if such uses are otherwise permissible

pursuant to the provisions of this Ordinance:

- a) Driveways
 - b) Sidewalks
 - c) Parking and loading areas: In all zones other than agricultural, drives, walks, loading area, and parking areas shall be surfaced with either concrete or an approved asphaltic surfacing.
 - d) Exterior storage: Exterior storage shall not be allowed in any required yard area and storage in any area shall be screened adequately from other properties.
 - e) Operations: No operations or repair work of a commercial or industrial nature shall be conducted outside of a completely enclosed building.
 - f) Landscaping: Landscaping may be required as a part of the Development Plan.
- 5) Height
- a) Maximum height for any building, sign or other structure shall be thirty-five (35) feet, except as provided in Subdivision B following.
 - b) Maximum height for any on-premise signs or off-premise signs in an S-C Zone which is adjacent to a limited access freeway shall be thirty-five (35) feet. Said distance shall be measured from the point of highest public road surface, state or local, of the closest interchange facility.
- 6) Elevations—Design
All buildings and other structures within this District shall be designed, constructed and maintained in a manner in keeping with the purpose and intent of this District as set forth.
- 7) Alterations to Natural or Artificial Contours
Alterations to natural or artificial land contours shall be limited as follows:
- a) No major ridge lines shall be altered.
 - b) Access roads shall be located to keep grading to a minimum and dust shall be controlled.
 - c) Any contour altered by grading should be restored by means of land sculpturing and a cover of top soil in such a manner as to minimize runoff and erosion, prevent ponding of water, and shall be planted with plant materials native to the area, so as to require minimum care and be compatible with the existing ground cover.

- d) Alterations of stream beds or destruction of adjacent vegetation may be permitted only by approval of the Board of Adjustment and only as a means of preserving the natural scenic quality of stream courses, vegetation, and wildlife habitat.
- 8) On-premise Signs and Off-premise Signs
On-premise signs and off-premise signs are subject to the following limitations as appropriate:
- a) Only one free-standing sign shall be displayed on any lot to direct attention exclusively to a business, profession, service, or entertainment conducted on the premises, or which displays the name only of the property upon which displayed or of the owner or lessee thereof.
 - b) One sign on any street frontage of any lot pertaining only to the sale, rental, or lease of the premises upon which displayed.
 - c) The total sign area as viewed from any one side of all exterior free-standing signs shall not exceed two (2) square feet of sign area for each lineal foot of street frontage of the property to which the sign pertains or two hundred (200) square feet, whichever is the more limiting. When the sign consists of designs, letters, or figures, the total area of the sign shall be the area of the smallest rectangle or circle within which all of the sign may be inscribed.
 - d) No sign established pursuant to the provisions of this section shall be directly or indirectly illuminated by artificial light which is not maintained stationary and constant in intensity and color at all times when in use. No illuminated sign shall reflect on any adjoining property which is zoned for residential or agricultural purposes.
 - e) No temporary signs such as banners, pennants, streamers or posters shall be permitted. All signs and parts thereof established pursuant to the provision of this Section shall be stationary.
 - f) Traffic directional signs and other signs necessary to the functioning of an establishment shall be permitted whenever the type, size and location of such signs are first approved by the Board

of Adjustment. Informational panels or structures may also be provided upon approval of the Board of Adjustment.

- g) Any On-premise signs and Off-premise signs which exist as a non-conforming use in an S-C Zoning District after the adoption of this Ordinance, or of any amendment thereto, shall continue as provided for non-conforming uses in Chapter 4 of this Ordinance except that every such sign or structure shall be removed within a period of five (5) years from and after the time that such sign or structure becomes a non-conforming use, notwithstanding any particular subsection of Chapter 4, of this Ordinance to the contrary.

- 9) Parking
Off-street parking and loading space in this district shall be provided in accordance with the provisions of Chapter 7, except that all such parking space shall be provided on the same site as that occupied by the use it is intended to serve.

- 10) Utilities
Any new extension of utility distribution facilities (including, but not limited to electric, communication and cable television lines) within commercial, industrial and urban areas shall be placed underground and any relocation of existing overhead facilities should be placed underground if practicable, all in accordance with the Utility's rules and regulations on file with the California Public Utilities Commission, provided that the Board of Adjustment shall have the power to waive this requirement with respect to a particular piece of property upon application by a property owner for a development plan (as provided in Chapter 6 of this Ordinance) or upon application by a utility, and upon a finding by the Board that such undergrounding is unreasonable or impractical. Utility companies shall coordinate in the planning stage with the Board of Adjustment on the location or relocation of all transmission lines that would be within view of the Scenic Corridor, pursuant to the adopted policies of the Board of Supervisors. Whenever economically feasible, transmission lines shall be underground. Where

the Board finds that this would be impossible, the following conditions should be met:

- a) Avoid prominent ridge lines and barren sides of mountains or hills.
 - b) Keep alignment along the bottom or lower slopes and valleys between hills.
 - c) Avoid crossing hill contours at right angles; avoid steep grades which expose the right-of-way to view.
- The type of standards must also be approved by the Board of Adjustment.

APPENDIX B

Procedures for Official Designation¹

This appendix outlines the procedures which must be followed in order to gain official State designation for the County scenic highways proposed in this Plan. Although these procedures are currently in effect, it should be recognized that they are subject to change by the State at any time.

1. INITIATION

a. Eligibility

Any highway shown on the States' Master Plan of Scenic Highways is eligible to become qualified as an officially designated State Scenic Highway (San Joaquin County has already completed this process for its only eligible State Scenic Highway, thus, the procedures discussed refer solely to eligible county scenic highways).

Any County Scenic Highway, so classified in a county's adopted master or general plan, is similarly eligible for State approval as an officially designated County Scenic Highway.

Standards for the selection of highways, State or County, which may be considered as eligible for official designation are contained in the publication, The Scenic Route: A Guide for the Official Designation of Eligible Scenic Highways.

These criteria were utilized by the Advisory Committee in recommending the routes shown in the State's Master Plan. The selection criteria in the County Scenic Highways Element are based on these standards and should be utilized by the Planning Commission in selecting eligible County Scenic Highways.

¹Excerpted in part from the COG Scenic Highways Element.

b. Local Jurisdiction

The legislative body of a county or city having jurisdiction over lands adjacent to eligible Scenic Highways has the responsibility for initiation of corridor studies leading to official designation. In San Joaquin County, this would be the Board of Supervisors.

For State Scenic Highways, the local legislative body may request CALTRANS to conduct specific studies or it may delegate its authority to initiate studies, in cooperation with the Department, to one of its own departments, employees, commissions or committees. In the case of County Scenic Highways, the responsibility for specific studies rests with the County but the State will be available upon request to consult with the local jurisdiction regarding the technical aspects of this program. The Board would designate a County Department to undertake the appropriate studies.

When a local jurisdiction desires that a study be conducted leading to official designation of an eligible route, the legislative body or its appointed delegate will notify, in writing, the District Director of the Department of Transportation. The Department of Transportation District Office staff will then be available, if needed.

c. Other Public Agencies

Local jurisdictions and other public (Federal, State, and local) agencies are encouraged to coordinate their activities in initiating and conducting studies leading to official designation of eligible Scenic Highways.

d. State of California

Responsibility for coordinating both the State and County Scenic Highways programs resides primarily with the State; however, the State generally will not act on the programs until such time as local government requests assistance from the State Department of Transportation.

2. SCENIC HIGHWAY STUDIES

a. Corridor Survey and Highway Facility Study

Following initiation by the local jurisdiction for an eligible county scenic highway, two studies entitled "Corridor Survey" and "Highway Facility Study" must be prepared. The results of these two studies will be compiled into a single comprehensive Scenic Highway Report. CALTRANS Staff is available to advise in the preparation of this report.

The report will contain maps, photographs, and other necessary documentation showing:

1. Suggested Scenic Highway Corridor boundaries.
2. Scenic elements within the suggested corridor.
3. The relationship of the right-of-way to its surrounding environment.
4. Suggested preservation of the scenic and aesthetic elements of the visual environment.
5. Any proposed realignments of the route, if known.
6. Potential locations of roadside rests, vista points, and areas for public or commercial information sites.

b. Corridor Plan and Program

The local jurisdiction shall prepare, with assistance from CALTRANS staff, as requested, the Scenic Highway Specific Plan and Program of proposed implementation measures (see Chapter IV). This requirement is mandatory if the County is to have its scenic highways "officially designated."

The local corridor plan and program should provide for the protection and enhancement of the existing natural and man-made scenic resources that contributed to the highway being included in the Master Plan. This is the primary purpose of the program. Under the policing powers given to local government by the State, it is

entirely feasible for local governmental bodies to direct their efforts toward eliminating and/or preventing any unsightly development to occur within the corridor through a program involving the reasonable exercise of its powers.

Local government and the Department of Transportation are encouraged to coordinate with any and all other public, quasi public, or private jurisdictions, agencies, groups, bodies, or individuals having control over, or ownership of, lands within the corridor in the preparation of their scenic corridor specific plans and programs.

3. REVIEW

a. Department of Transportation

The Department of Transportation District staff will forward to the Inter-departmental Committee on Scenic Highways the local Scenic Highway Plan and Program with its comments, together with the Comprehensive Scenic Highway Report. The Department, through Section 261 of the California Streets and Highways Code, is responsible for administration of the Scenic Highways Program.

b. Interdepartmental Committee on Scenic Highways

This Committee is comprised of representatives of State departments rendering assistance to the Advisory Committee. The chairman of the Inter-departmental Committee shall forward the aforementioned report to the Interdepartmental Committee members for their review and comments. The studies will then be forwarded through the Secretary of the Advisory Committee to the Advisory Committee members together with comments of the Interdepartmental Committee.

c. Scenic Highway Advisory Committee

The Committee consists of seven members appointed by the Governor from among officials of cities and counties, persons having special competence in the field of landscape architecture, land planning, and other interested citizens. It was established under Section 227 of the Streets and Highways Code.

The State Director of Transportation shall call a meeting of the Advisory Committee in order to review the proposal for designation as an Official

Scenic Highway. The local jurisdiction may make a presentation at this time. The Committee shall then make its findings regarding the proposal and send them to said Director with its recommendation.

d. Department of Transportation

The State Director of Transportation shall inform the local jurisdiction and the Division of Highways of his determination of the qualification of the proposal for Official Scenic Highway designation. His approval shall mean that if the local jurisdiction carries out its Scenic Highway Plan and Program as outlined in their proposal, he will, with the advice of the Advisory Committee, designate the route to be an official State Scenic Highway. County roads are declared official County Scenic Highways by the County Board of Supervisors when authorized to do so by the State Director of Transportation.

4. IMPLEMENTATION

a. Program Enactment

The scenic corridor boundaries and the local Scenic Highway Plan and Program identifying the land use regulation measures to be utilized within the corridor, shall be adopted by the Planning Commission and County Board of Supervisors.

b. Application for Designation

Upon adoption of the plan and program of implementation measures, the local jurisdiction shall make an application to the District Director of Transportation for official designation. The application should be in the form of a written communication containing a brief descriptive report of the adopted measures or policies for plan implementation together with a zone map of this corridor area.

The application, District Scenic Highway Report, and the local plan and program will be processed in accordance with the procedures described under Section C.

c. Official Designation

Upon receipt of the findings and recommendations of the Advisory Committee, the State Director of Transportation may make his own review.





C124895668

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